

Perth Amboy Evening News

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The PAID circulation of the Perth Amboy Evening News in Perth Amboy is greater than any other paper published in this city.
Three times the PAID circulation of any Perth Amboy paper in South Amboy.
Four times the PAID circulation of any Perth Amboy paper in Tottenville.
Five times the PAID circulation of any Perth Amboy paper in Woodbridge.
Six times the PAID circulation of any Perth Amboy paper in Carteret.
We challenge all competitors to dispute these facts.

THE DIFFERENCE.

A neutral newspaper is one which takes no sides at all.
An independent newspaper is one which is free to take whichever side it chooses and does take sides.

THE EVENING NEWS IS AN INDEPENDENT NEWSPAPER.

FRIDAY, DECEMBER 16, 1904.

Assemblyman Martin says he is ready to push the new charter for Perth Amboy through the legislature this winter, but will wait for Perth Amboy to take the initiative. It is to be hoped the city will take advantage of this offer on the part of the Middlesex assemblyman and will give the legislature a chance to act on the new charter.

There seems to be only one solution to the bridge approach question and that is to let the matter go to the courts. The sooner this is done, the better for all concerned. Let us know who has got to build the approach and then let the work be done without further delay.

And now the Public Service Corporation is to get control of the New Brunswick Gas Company. Slowly that great concern is swallowing everything in sight. Wonder how long it will be before it owns the whole State.

Judging from the editorials in some of the State papers, the anti-toxin trust is getting in its good work. Dr. Henry has a hard fight on his hands. It is a fight for the people and ought to win.

The officials of the war department made a quiet visit to the county bridge over the Raritan Wednesday. Perhaps we'll hear something more from that source before long.

EDITORIAL COMMENT.

The stories of inconvenience caused by the Newark bay draw on the Jersey Central are greatly exaggerated according to the average Plainfield commuter. Naturally, however, some delay is encountered now and then but the general service given by the road is better today than it has been in many years. The company is now building one of the finest draws in the country and at the same time is maintaining its regular train schedule and of course there are some inconveniences occasioned by the work. So what's the use of kicking?—Plainfield Press.

What argument could be more conclusive of the absolute need of improved waterway transportation for the great manufacturing city of Newark than the fact that during the past fiscal year the customs collections at the port of Perth Amboy exceeded those of this city by \$16,785.32? The totals were: Perth Amboy, \$111,898.25; Newark, \$95,112.93. In making this comparison there is not the slightest envy of Perth Amboy, but rather congratulations upon the rapid growth of that city's waterway commerce. Yet there is a righteous discontent with the lack of adequate waterway facilities which this city has been compelled to tolerate, while ocean vessels may come and go at Perth Amboy without risk of being swept from their anchorage by floods

or grounded on mud bars at low tide. The very fact that a city so far inland, with only shallow channel approaches, rivals one on the coast with free access to the sea for vessels of almost any tonnage shows what Newark might do, and doubtless would do, if it had proper waterways to carry its commerce. As the greatest manufacturing city in America for its size, it would certainly receive its raw material and send abroad its finished products by water in quantities far in excess of its present intake and output, and waterway transport would be used to the limit because of its cheapness. There are improvements in progress, however, and Newark is looking forward to channel room that will give a great impetus to its shipping statistics.—Newark Evening News.

The Camden Post-Telegram thinks that "the man who is not afraid of hard work, and has some practical knowledge of farming, can do as well, if not better, in South Jersey than in any agricultural section of the country." And that is undoubtedly true. He need not have the practical knowledge of farming. If he is industrious and intelligent, and willing to put up with the hardships that he would endure in the west, isolate himself from his fellows, and do nothing but work, eat and sleep, the farming sections of New Jersey offer greater opportunities for success than some of the western States, and improved farms can be bought in New Jersey for what it costs to remove a family to a western State, buy a quarter section and build a "dog out."—Trenton Times.

SALE OF PLOTZ GOODS

The sale of the goods attached by D. A. Shirley, sergeant-at-arms of the District Court, from the cigar and tobacco store of Meyer Plotz, will take place Tuesday afternoon, at 2:30 o'clock, at Wagon Hall, High and Commerce streets. This sale is to satisfy the judgment obtained by Bennett Sloan & Company, and which Plotz unsuccessfully sought to evade by claiming to have sold the goods to Philip Pett. The list of goods which are in lots, is a long one.

\$23 FOR BJORK FAMILY.

The News has received a contribution of \$23 for the family of John Bjork, of 35 New Brunswick avenue, from the employees of the New Jersey Terra Cotta Works. Liberal contributions have poured in ever since the state of the family, which was in destitute circumstances, and whose mother died, became known.

MRS. WILLIAMS' FUNERAL.

The funeral of Mrs. Maud Williams, twenty-eight years old, of 29 Jefferson street, who died yesterday, as told in the News, will be held at two o'clock Sunday afternoon, from her late residence, Rev. J. L. Lancaster, officiating. Interment will be made in Alpine cemetery.

FLYNN WAS NEEDED.

This morning J. J. Flynn received a telephone message from New Brunswick, asking him to go to the county seat at once as he was wanted as a witness in the suit of Mrs. Fuchs against the Lehigh Valley Railroad of New Jersey.

Nobby Hats

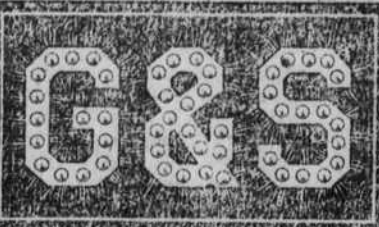
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ALL HAPPENS ON TUESDAYS.

Important Events for the State Legislature When it Convenes Next Month.

Trenton, Dec. 16.—The Tuesdays in January, 1905, will be unusually important in New Jersey from a political standpoint. On the second Tuesday will occur the opening of the Legislature. On the third Tuesday Governor-elect Stokes will be inaugurated and on the fourth Tuesday the two houses will meet separately to ballot for the choice of the successor to United States Senator Keen.

On the day following the fourth Tuesday the two houses will meet in joint session to select the United States senator. The vote taken in the separate sessions of the two houses on the preceding day will be first read in the joint session, and if, as will be the case this time, the majority of each house has declared in favor of the same person, the presiding officer will announce the election of the person receiving the majority of each house. Should the majority vote in each house not be for the same person then it would be necessary to have a roll call and a vote taken in the joint session itself.

At the same time that United States Senator Keen is elected to succeed himself the joint session will probably choose successors to State Treasurer Briggs and State Comptroller Morgan. There is practically no doubt but that both Treasurer Briggs and Comptroller Morgan will be re-elected.

NIXON'S BOAT READY TO GO.

Lewis Nixon has taken out sailing papers for the torpedo boat that lies in the sound here and which is one of ten presumably built for the Russian Government. The nine others have been taken apart and loaded in sections on board a barge as told in the News.

Yesterday afternoon pots, pans and crockery and all sorts of cooking and eating utensils were put aboard. A half dozen men were loading machinery on the barge on which the nine other boats are packed. Today the yard is deserted and the only men at work are those in charge of the craft. A man who should know said that the local yard would reopen under the management of Mr. Nixon early next spring.

MASQUERADE BALL.

The German Society K. U. V. Excelsior of Maurer, will hold a masquerade ball at Looser's Excelsior grove, Maurer, on the night of January 14. Two valuable prizes will be awarded to the lady and gentleman most handsomely dressed. The committee in charge of the affair is Charles Miller, Charles Brown, Louis Beck, Charles Massopust, Jacob Bauman, Max Ebeuer, and Jacob Lorfing.

ARE KEPT BUSY.

Since Wilson Ryno, and George R. Martin joined partnership in house painting they have been kept busy. They have now seven houses under way. Mr. Holton's and Mr. Hansen's in High street, are about completed. The present cold snap has somewhat retarded their outdoor work.

HORSE DROPPED DEAD.

A horse belonging to D. Ruben, of 34 Charles street, dropped dead on Charles street, yesterday afternoon.

When people want help they advertise in the Evening News. Those looking for help should bear this in mind.

REPORT OF INDUSTRIES IN STATE.

Has Been a Season of Prosperity for New Jersey During Past Year.

THE CAPITAL INVESTED.

Special to the Evening News.
Trenton, Dec. 16.—Winton C. Garrison, chief of the bureau of statistics of New Jersey, last night, issued an abstract of Part I of his annual report to Governor Murphy, covering the factory industries of the State. Chief Garrison says in his introduction: "The report shows a very gratifying condition of prosperity as being generally prevalent among the factories."

The statistics are given for the year 1903 in comparison with 1902, the figures being based on returns from 1,811 identical establishments for both years. The factories are classified into eighty-nine general industries.

A summary of the abstract follows: "The amount of capital invested in the 1,811 establishments included in 'All industries' was \$327,148,806 in 1902; in 1903 it was \$339,345,417, an increase of \$12,196,611, or 3.7 per cent. in 1903 as compared with 1902.

"The industries showing the largest capitalization in 1903 are as follows: Silk manufacture, 165 establishments, including weaving, throwing and dyeing, \$25,153,712; machinery, 95 establishments, \$31,715,418; chemical products, 42 establishments, \$23,280,939; and electrical machinery and appliances, 25 establishments, 15,680,069.

"In 1903 the total number of persons employed was 227,842, an increase over 1902 of 9,913, or 4.5 per cent. These figures include only the actual factory wage earners."

An analysis of the report shows that the percentage of idleness or unemployment in 1903 was 52.6 per cent less than in 1902. Commenting on this fact the report says: "Steadier work was enjoyed by the vast army of persons employed in the factories of the State than during any year since the making of these records was begun."

Continuing the abstract says: "The total amount paid in wages to wage-workers was \$101,870,338 in 1902; in 1903 the total sum paid on that account was \$107,496,757, an increase of \$5,626,419, or 5.5 per cent.

"The average yearly earnings of men, women and young persons taken together, was \$467.44 in 1902, and \$471.81 in 1903; the increase is \$4.37, or little less than one per cent."

CAPTAIN OF STEAMSHIP HEKLA RESCUED WOMAN

After a voyage of twenty-three days, the longest passage in the history of any ship of the line, the steamship Hekla, of the Scandinavian-American line, reached her berth at Hoboken, yesterday, bringing a story of winter hurricanes and of the heroism of Captain Egeure.

Just as the Hekla was about to cast off from the pier in Christiansia on November 24, an aged woman, with an umbrella raised above her head, was swept off the pier by a gust of wind and into the icy waters of the harbor.

Captain Egeure heard the cries of the crowd and, running down the stairway from the bridge, leaped over the ship's rail after the drowning woman. He reached her just as she was sinking for the last time. Then with his unconscious burden he swam to the pier, where the crowd cheered wildly. In full uniform he had made the plunge, and after he had made a change of clothing he again went on the bridge, and the Hekla set out on her westward voyage.

The Hekla fought the gales throughout the voyage, and was forced to put in at Halifax, as her coal supply ran low. In recognition of the bravery of Captain Egeure, the passengers on landing yesterday presented him with a signed testimonial.

Local Items

The High School Literary Societies are in session this afternoon.

Wednesday night Mr. and Mrs. Wilson Ryno and George R. Martin enjoyed the attractions of "Humpty Dumpty" at the New Amsterdam theatre, New York, and last night attended Hammerstein's.

Miss Mary Mintzer, of Clifford, is now a resident of this city. She is at the home of Mrs. Nelson, of Hobart street.

Commissioners of Appeal meet tonight to handle claims for tax reductions.

L. C. Harner left this morning for Boone, Iowa, where he joins Mrs. Harner, who is visiting relatives there.

Look for the Real Estate column on page 5.

FINAL PROPOSITION OF THE FREEHOLDERS.

(Continued from page 1.)

all the aldermen except Mr. Toft; City Attorney Hommann, County Solicitor H. B. Willis; County Engineer Robert Dougherty; City Surveyor S. J. Mason; T. H. McCann, special engineer on the bridge; S. P. Harris, of Sanford & Harris, who built the bridge; John Brantley, of the New Jersey Bridge Company, which erected the draw; and a number of spectators.

At the outset, Alderman-at-large Pfeiffer stated that it was not a special meeting of the Board of Aldermen, but that they were there at the request of Chairman Glenn, of the Amboy bridge committee, to talk over the question of the approach. Freeholder O'Neill was chosen clerk pro tem, of the freeholders, who went into regular session for the conference.

Director Fountain asked if the city had any proposition to offer. Mr. Pfeiffer stated that a special committee of three aldermen had been appointed, but that the board had assembled at Mr. Glenn's request. That committee, Mr. Pfeiffer stated, had authority.

"We want a positive answer, yes or no," declared Mr. Fountain.

Solicitor Willis then read an agreement drawn up by himself, which the freeholders desired the aldermen to agree to. This agreement practically provided for the city's building the entire approach. He stated that the city ought to enter into that agreement, which was handed to City Attorney Hommann for perusal.

"What do you want us to do?" asked Mr. Hommann.

"We want you to agree to build the approach," said Mr. Willis.

"The question is," broke in Director Fountain, "will you build the approach, according to your agreement, as gentlemen, or will you flunk?"

Mr. Hommann said that there was no need of becoming discourteous in the matter.

Mr. Haney then suggested the leaving of the decision to committees from both boards. "There is evidently a misunderstanding," said he. "Both boards, I feel, want to do their part."

"The city attorney then said that a bridge is not a finished structure until it is accessible to the public. He declared that Sheridan street is a legal street.

The questions of grading, relief from assessments, the Cortlandt Parker deed, and one or two other considerations were then drawn into the debate, which seemed to be getting more complicated every minute.

Director Fountain laid great stress on the alleged verbal agreement to build the approach. He asked if any representative from Mr. Parker was present. There was none. Mr. Fountain told of writing a letter to Mr. Parker.

Mr. Haney, a short while later, said that it was up to the city to keep its verbal agreement.

Mr. Willis asked if the city had any proposition to make. The freeholders then declined the proposition of the city to build the approach south to Paterson street. A hubbub arose, during which Mr. Willis walked over to Mr. Fountain and said: "We can't do anything here today."

"Move we adjourn, came from the freeholders' seats. Order was finally restored, at the effort of Messrs. Fountain and Willis. Mr. Hommann declared that there is a street leading to the bridge.

"Do you call that a street?" laughed the freeholders.

The proposition to go to the middle of the tracks was then submitted to the freeholders, after a caucus by the aldermen.

It was unanimously declined. The freeholders then offered to go half way to the railroad, a distance of 225 feet. This the aldermen declined, each in turn saying "No."

"Move we adjourn," again came from the freeholders.

After a Herculean effort, Messrs. Willis and Fountain again brought order out of disorder, although several freeholders had put on their overcoats and were edging toward the door.

The final proposition on the part of the city to go to the south side of the tracks, if the county would go from there to the bridge, a distance of 450 feet, was then submitted and declined, as told in yesterday's News.

Those who voted to accept it were: Freeholders Haney, Glenn, Kroeger, Draper, Jensen, Dunigan, Allgair, Canley.

Mr. DeHart said he was surprised that Mr. Willis said it would be legal for the county to go all the way to the tracks.

Mr. Willis re-affirmed his previous statement.

CREDITORS MEET AGAIN.

It is understood that the creditors of J. H. and F. Hilsdorf will try and get together in Elizabeth this afternoon to see what arrangements they can arrive at.

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CONTEST.

Following is the vote up to 6 o'clock last night:

Mrs. John H. Poulson (D. 100 L.) 12735
Mrs. Soren Hanson (D. S.) 3529
Mrs. P. Fredrickson (D. of A.) 7697
Mrs. L. Osmann (D. of P.) 5958
Miss Annie Gerns (D. of L.) 1439
Miss Loretta Warner (D. S.) 1240
Mrs. Southwick (I. O. F.) 1178
Miss Loretta Warner (I. O. F.) 1055
Miss Maggie Lembecke (D. of P.) 422
Mrs. E. Oline (Toft) (D. of L.) 417
Mrs. Robt. Hanson (D. of P.) 394
Mrs. Wm. Poulson (D. of P.) 394
M. Dearborn (L. C. B. A.) 98
Miss J. Gibson (I. O. F.) 98
Mrs. Wm. Bath (D. of L.) 37
Mrs. G. DuBois, Toft, (R. S.) 30

HORSE RAN AWAY; IS STILL MISSING.

Chief Burke has received a message from Chief Kleis, of Plainfield, requesting him to look out for a dark brown horse, which has been missing since Tuesday night.

Two young men from Plainfield were out sleighing and when near Metuchen the horse broke away. The horse is seven years old and fifteen hands high, and has a white star on the forehead. Both hind legs are white. It has a bob tail.

EXPECT TO OPEN IN SLOBODIEN BUILDING.

It is expected that as soon as the new Slobodien building is completed that J. H. and F. Hilsdorf will occupy one of the stores. The firm expects to be on its feet in a very short time and hopes to be doing business a bit.

HAYMAKERS MEET.

Tonight the members of Perth Amboy Haymakers' association, will hold a very important meeting in City Hall. All members are asked to attend.

Christmas Is Near

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J. RABINOWITZ
372 State Street

We have just received a choice lot of Cal and Florida Oranges for Christmas also a choice lot of Apples for table use. Nuts, colors, etc.
Jakies' Fruit Store
Corner Smith and State Streets

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ALL THE MALT
IDEAL MALT EXTRACT

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More than two kinds will be offered Saturdays.
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LUPTON & BUSHNELL
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Tel. 80 J. 56 New Brunswick Ave.

Mason and Builders

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Stedman Place. Near City Hospital

Bicycles and Repairing.

John Anderson,
52 New Brunswick Ave.